

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1 (Previously Presented): An arrangement of a front hood on a vehicle, having at least one hinge device that lies in the rear when viewed in the direction of travel, in the form of a four-joint mechanism, having a long and a short connecting bar, whereby the front hood can be pivoted using the hinge device during normal opening and closing, and can be raised in the rear region in the case of a collision of the vehicle,

wherein

the hinge device has a spring element that activates an adjustment lever in the case of a collision of the vehicle, which lever in turn acts directly on the front hood and fits directly or through intermediate elements to the front hood, whereby the joints of the four-joint mechanism on the front hood side are fixed in place on a pivot lever, in articulated manner, which lever, in the state of rest, is releasably fixed in place on the front hood with one end, and can be pivoted about a rotary joint, relative to the front hood, with its other end, in the region of

the assignment of the adjustment lever to the front hood, and the adjustment lever raises the front hood during a collision of the vehicle, guided by the connecting bars of the four-joint mechanism, and raises the pivot lever, which comes loose from the front hood on one side, as compared with the state of rest.

Claim 2 (Previously Presented): The arrangement according to claim 1, wherein the pivot lever is releasably fixed in place on the front hood with its one end, in such a manner that when a predetermined force in the direction of the change in position of the adjustment lever is exceeded, its releasable connection with the front hood is released when the adjustment lever is triggered, and it can be pivoted about its rotary joint disposed on the front hood at its other end.

Claim 3 (Previously Presented): The arrangement according to claim 2, wherein the pivot lever is fixed in place on the front hood with one end, by way of a non-positive-lock and/or positive-lock connection.

Claim 4 (Previously Presented): The arrangement according to claim 3, wherein the non-positive-lock or positive-lock connection is formed by a mechanical catch connection in which a functional edge on the pivot lever engages behind a counter-shape

disposed on the front hood side, and is locked in place with it in the normal state of rest of the front hood.

Claim 5 (Previously Presented): The arrangement according to claim 1, wherein the front-hood-side end of the adjustment lever stands in a non-positive-lock connection by way of an essentially pin-shaped segment on the front hood.

Claim 6 (Previously Presented): The arrangement according to claim 5, wherein the essentially pin-shaped segment on the front hood can be lifted off from the adjustment lever during normal operation of the hinge device to open the front hood using the four-joint mechanism.

Claim 7 (Previously Presented): The arrangement according to claim 5, wherein when the adjustment lever is released in the case of a collision, the adjustment lever suddenly pushes the essentially pin-shaped segment on the front hood in the direction towards the raised position of the front hood and, in this connection, the pivot lever releases the non-positive-lock connection with the front hood, at its end releasably fixed in place on the front hood, and pivots relative to the front hood about its rotary joint formed at its other end.

Claim 8 (Previously Presented): The arrangement according to claim 5, wherein in the normal state of rest of the front hood, the front-hood-side end of the adjustment lever is disposed and fixed in place on the car body side in such a manner that the essentially pin-shaped segment on the front hood rests against the adjustment lever.

Claim 9 (Previously Presented): The arrangement according to claim 5, wherein the rotary joint of the pivot lever on the front hood and the pin-shaped segment of the front hood have an identical point of rotation.

Claim 10 (Previously Presented): The arrangement according to claim 1, wherein because of the rotary movement of the pivot lever, on the one hand, and the pivoting movement of the adjustment lever, on the other hand, the front hood performs a pure pivot movement about a closure device disposed on the front end side of the vehicle, on the front hood, without any relative displacements of the front hood in the longitudinal direction of the vehicle, relative to the closure device.

Claim 11 (Previously Presented): The arrangement according to claim 1, wherein the spring element has a mechanical leg spring that is biased in the normal state of operation of the arrangement.

Claim 12 (Previously Presented): The arrangement according to claim 1, wherein the adjustment lever is held in the state of rest, using a triggering device, in its state of being biased by the spring element.

Claim 13 (Previously Presented): The arrangement according to claim 1, wherein the triggering device can be controllable by way of an actor, in the case of a collision, and releases the adjustment lever from its biased state, by way of lever devices, with mechanical amplification.

Claim 14 (Previously Presented): The arrangement according to claim 13, wherein the actor has an electromagnetic switch.

Claim 15 (Previously Presented): The arrangement according to claim 1, wherein the triggering device has a hook-shaped segment that engages behind an assigned segment of the adjustment lever in the state of rest, and secures the adjustment lever in its position counter to the effect of the spring element.

Claim 16 (Previously Presented): The arrangement according to claim 15, wherein the hook-shaped segment of the triggering device, the adjustment lever, and the spring element can be made to be brought back into their starting state after triggering of the front hood, and can be activated again.

Claim 17 (Canceled).

Claim 18 (Previously Presented): The arrangement according to claim 5, wherein the pivot lever and the pin-shaped segment are fixed in place on the front hood using a common assembly part.